

**REMARKS**

Claims 1-20 are pending in this application. By this Amendment, claims 1 and 11 are amended and claim 20 is added. Claims 5-10 and 16 have been previously withdrawn from consideration by the Examiner. No new matter is added. Reconsideration based on the foregoing amendments and the following remarks is respectfully requested.

**I. Withdrawn Claims**

The Office Action summary erroneously indicates that claims 11- 15 and 17-19 are withdrawn from consideration. Applicants request the Examiner to indicate that claims 5-10 and 16 have been withdrawn from consideration in the next Office Action based on Applicants' election of Species IX (at least claims 1-4, 12-15 and 17-19), with traverse, in the Response to Election of Species Requirement of April 27, 2006. Further, rejoinder of claims 11-15 and 17-19 read on the elected species reciting additional features of the engine control apparatus recited in claim 1.

**II. Claim Rejections**

The Office Action rejects claims 11-15 and 17-19 under 35 U.S.C. §112, second paragraph, as being indefinite; and further rejects claims 1-4, 11-15 and 17-19 under 35 U.S.C. §102(b) over Japanese Patent Publication No. 11-107891 to Kurokawa et al. ("Kurokawa"). These rejections are respectfully traversed.

Claim 11 is amended to obviate the rejection under 35 U.S.C. §112. Accordingly, reconsideration and withdrawal of this rejection is respectfully requested.

The Office Action asserts that Kurokawa discloses an engine control apparatus that controls stopping the engine and the inertia energy of the engine with a motor in order to stop the engine at a predetermined crank angle. However, Kurokawa does not disclose such a control apparatus, as recited in claim 1 and supported in the specification in at least page 2, lines 21-32, page 6, lines 23-33 and page 32, lines 20-32. Kurokawa does not disclose cutting

fuel to the internal combustion engine based upon a predetermined value of engine revolutions. Further, Kurokawa does not claim any advantage in that the inertia energy of the engine may be further controlled by the fuel cut at the predetermined value of engine revolutions.

Kurokawa also fails to teach the features recited in added claim 20, in which the combustion control unit may increase fuel injection if the number of revolutions is lower than a predetermined value. This feature is discussed in Applicants' specification in at least page 6, lines 13-33.

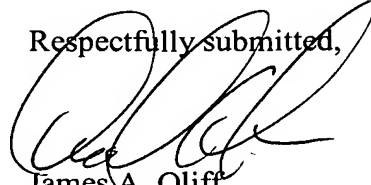
For at least the foregoing reasons, claim 1 recites features not disclosed by Kurokawa. The claims depending from claim 1 are also not taught by Kurokawa for at least their dependence on claim 1, as well as for the additional features that they recite.

Accordingly, reconsideration and withdrawal of the rejection of claims 1-4, 11-15 and 17-19 under 35 U.S.C. §102(b) are respectfully requested.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims 1-20 are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,



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